THE YEAR 1910

ILLUSTRATED

KU-670-464

The Daily Mail

George Ashworth
41 Atherley Grove
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THE YEAR ROUND ILLUSTRATED

THE YEAR 1910 ILLUSTRATED.

UNIFORM VOLUME.

THE WONDERFUL YEAR 1909.

THE contents of this volume include a series of ten unique illustrations on The Conquest of the Air, with Blériot's famous Cross-Channel Flight. Other subjects illustrated are: Sir Ernest Shackleton's Return from the Farthest South; the Discovery of the North Pole; the Unification of South Africa; the Navy in the Thames; also portraits of Abraham Lincoln, President Taft, Charles Darwin, A. C. Swinburne, George Meredith and others.

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THE YEAR 1910 ILLUSTRATED.

A RECORD OF

NOTABLE ACHIEVEMENTS AND EVENTS.

The Daily News

LONDON AND MANCHESTER.

HEADLEY BROTHERS,

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PUBLISHERS' NOTE.

THE cordial welcome with which "*The Wonderful Year* 1909" was received is convincing evidence of the popularity of such a record; and it is proposed to follow this up from year to year. From a wealth of material it is only possible in a book of this character to make a selection of representative events, and the aim has been to choose subjects specially suitable for illustrating.

HER MAJESTY QUEEN MARY.

(*From portrait by* ERNEST H. MILLS.)

ACKNOWLEDGMENTS.

THE thanks of the Publishers are accorded to the following for permission to reproduce illustrations in this book :—The London Electrotype Agency ; The World's Graphic Press ; The Record Press ; Illustrations Bureau ; "The Sphere" ; "Punch" ; "Illustrated London News" ; Central News ; The Grout Engraving Company ; Grand Trunk Railway (Farming in Western Canada) ; Canadian Pacific Railway (Mount Sir Donald) ; The Sport and General Illustration Co. (King Edward's Funeral). Also to the following photographers for portraits, &c. :—Reginald Haines, London (Funeral Procession) ; Arnold Keyzer, Capetown (World's Sculling Championship) ; J. Russell & Sons, London (Lord Strathcona) ; Elliott and Fry (Lord Islington) ; Vandyk (Lord Gladstone) ; Manuel, Paris (Ex-President Roosevelt). Other acknowledgments appear on pages facing illustrations.

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ERRATUM.—On page 125, the title of Army Pageant illustration should read *Badon* instead of *Patay*.

JANUARY.

10th.—*Parliament dissolved by Royal Proclamation.*

14th.—*General Election commenced.*

19th.—*Turkish Parliament House burnt down.*

22nd.—*Great Paris Floods, lasting for more than a week.*

KING ALBERT OF BELGIUM.

THE PASSING OF AN OLD RÉGIME.

THE closing days of 1909 saw also the last of an old *régime*, with the passing of Leopold II. of Belgium. "A good king, a bad father, and an unfaithful husband." On Wednesday, December 22nd, the late king's body was carried in State through the streets of Brussels—in spite of his own request for a quiet interment.

His successor—King Albert—is known to be a man of wide and humanitarian sympathies. The attitude of Belgium on the Congo has already been modified, and other reforms are promised. The day after Leopold's burial, King Albert entered Brussels on horseback, and at the Houses of Parliament, stood with uplifted hand, and took the Accession Oath—"I swear to observe the Constitution and to defend the integrity of the National Territory." The opening of the Brussels Exhibition a few months later, by his Majesty, was taken by the Belgians as a happy augury for a reign of prosperity and peace.

King Albert enters Brussels.

THE GENERAL ELECTION.

THE GENERAL ELECTION.

A DISSOLUTION of Parliament took place on January 10th, in consequence of the House of Lords declining to pass the Liberal Budget of 1909. The General Election commenced on January 14th, and for the following two weeks the combat was carried on with tremendous zeal and some bitterness. The most notable fact of the election was the adherence of the industrial North to the Liberal cause, and the return of many of the county divisions, especially in the South, to the Conservative party. As compared with the election of 1906 the final result was as follows :—

	1906.	1910.	Loss.
Liberals	383	275	108
Labour	46	40	6
Nationalist	83	82	1
Total	512		
			Gain.
Conservative ..	158	273	115

An analysis of the results for each of the four parties showed for :

	Liberal.	Conservative.	Majority.
England ..	226	239	13 C
Wales ..	28	2	26 L
Scotland ..	61	11	50 L
Ireland ..	82	21	61 N

THE COMETS OF 1910.

THE COMETS.

THE expected return of Halley's Comet to within the influence of the sun, during the year 1910, had led people generally to anticipate a display similar to that of 1835, when the Comet was last near the earth. The spectacle, however, proved very disappointing, for instead of a brilliant star with an immense tail, all that could be seen with the naked eye was a misty light with practically no definition. This was the general effect in England. In other places a better and clearer view was obtained and some good photographs taken. Severe thunderstorms occurred about the time the earth was said to pass through the comet's tail. Halley's Comet will not be visible again until 1985.

THE DAYLIGHT COMET.

Although Halley's Comet was a great disappointment, some compensation was obtained in January, when an unknown comet put in an appearance, being visible about twilight. It was nearest to the sun on January 17th, and on one or two evenings gave a really fine display.

The Daylight Comet.

THE PARIS FLOODS.

THE PARIS FLOODS.

SUCH a calamity as that which overwhelmed the French people in January and February is, fortunately, very rare in the history of civilised nations. The almost continuous and torrential rains all over the country were the primary cause of the disaster. On January 24th the Seine was about its usual height. On the following days it rose continuously until it was nearly twenty-four feet above the normal level. Eighteen bridges were rendered useless. Basements, underground railways, subways, were all alike flooded. To the discomfort occasioned by the wet and cold was added the failure of the gas and electric light. The Chamber of Deputies deliberated by candlelight, the Foreign Office was compulsorily closed, and general inconvenience was everywhere apparent. The flood had its humorous side, the people seeking amusement in the novel methods of conveyance from one part of the city to another on the waterways. Happily the city escaped any serious epidemic as a consequence of the flood, the authorities taking every precaution to prevent an outbreak.

Two Views of the Floods.

FEBRUARY.

1st.—*First Labour Exchanges opened.*

Press Bill passed in India.

15th.—*Meeting of new Parliament.*

20th.—*Boutros Pasha, the Egyptian Prime Minister, shot.*

Strike and riots in Philadelphia.

28th.—*Last batch of Chinese labourers left the Transvaal.*

ADMIRAL LORD FISHER OF KILVERSTONE.

JOHN ARBUTHNOT FISHER, the son of a captain who served in the seventy-eighth Highlanders, was born in Ceylon in the year 1841. Entering the navy when only thirteen years of age, on board the *Victory*, the last of Nelson's flagships, he experienced early service in the Crimea, and at the capture of Canton. Later he took part in the bombardment of Alexandria in 1880, and at the time of the war in South Africa was in charge of the fleet in the Mediterranean. Promotions followed until, in October, 1904, he received the appointment of First Sea Lord at the Admiralty, Lord Selborne being then at the head of the Admiralty, and Mr. Balfour Prime Minister. His capacity as a reformer is evidenced by the change that has taken place in the fleet since that appointment.

	Battleships.	First-class Cruisers.	Small Cruisers & Gunboats.	Destroyers.	Torpedo Boats.	Sub-marines.
1904 ..	16	13	30	24	16	—
1910 ..	44	37	58	121	88	59

It was at the Lord Mayor's Banquet in 1907 that Lord Fisher advised the people of England to "sleep quiet in their beds." Curiously enough the advice had the very contrary effect to what was intended, as it is from that time that the great Dreadnought scare dates.

The portrait of Lord Fisher is by Russell and Sons.

THE OPENING OF PARLIAMENT.

THE OPENING OF PARLIAMENT.

THE new Parliament of 1910 was opened in state by King Edward VII. and Queen Alexandra on February 21st. The changes in the Government included the promotion of Winston S. Churchill to the office of Home Secretary, in succession to Herbert Gladstone, the transfer of Sidney Buxton to the Board of Trade, and of Herbert Samuel to the Post Office.

Joseph A. Pease, the Chief Liberal Whip in the late Government, had suffered defeat at the General Election, but was returned at a bye-election and assumed the office of Chancellor of the Duchy of Lancaster.

The power of veto of the House of Lords and the Finance Bill of 1909 were the two outstanding questions which engaged the time of Parliament during the earlier part of the session. Strong views were expressed as to which question should have the precedence.

RIVAL CHANTECLERS.

All *(together)*: **"MY Sunrise, I think."**

In M. Rostand's "Chantecler," the cock is under the impression that he regulates the rising of the sun.

[Reproduced by permission of the Proprietors of *Punch*.]

MARCH.

5th.—*London County Council Triennial Election.*

King Edward visits the Continent.

14th.—*Lord Rosebery moved his reform resolutions in the House of Lords.*

26th.—*President Taft met Mr. Fielding on the question of the United States and Canadian Tariff.*

29th.—*Mr. Asquith moved his Veto Resolutions in the House of Commons.*

30th.—*Lord Minto made farewell speech to Indian Legislative Council.*

THE REFORM OF THE HOUSE OF LORDS.

THE desire so often expressed by politicians outside the House of Lords that they might be given an opportunity to reform the constitution of the Upper Chamber has had one effect, for on March 14th Lord Rosebery moved in the House of Lords that the House go into Committee to consider the best means of reforming its existing organisation. The debate on the resolution was continued for several days, the first three sections of Lord Rosebery's resolutions being agreed to before the adjournment of the House.

In the course of his speech introducing the motion Lord Rosebery said :

" I do believe that this ancient and illustrious assembly would derive new strength, new grace, new dignity, by association with the corporations and county councils of this country formed into elective bodies very much on the French basis ; and I am bound to say that this representation, in my judgment, so far as it has any value, should form no inconsiderable proportion of this House."

PICK-ME-UP or KNOCK-ME-DOWN.

PEER: "Well, if I've GOT to be doctored, I should really much prefer this little mixture of my own."

[Reproduced by permission of the Proprietors of *Punch*.]

A RECORD CLIMB IN THE HIMALAYAS.

THE DUKE OF ABRUZZI'S HIMALAYAN RECORD.

THE Duke of Abruzzi, cousin to the king of Italy, returned from an historic mountaineering expedition early in the year. In March, 1910, it was publicly stated that the Duke and his party had reached the tremendous altitude of 24,485 feet in the Himalayas. This height was accomplished in spite of a furious wind, bitter cold, squalls of snow—an intense fog prevailed also—and all round the party avalanches were continually falling. The expedition left Marseilles on March 26th, 1909, and accomplished the feat recorded on July 18th the same year. The Duke and two guides waited on the spot for two hours, in the hope of the fog clearing, but were reluctantly compelled to abandon the hope of reaching the summit of the Bride Peak. They had already had a three weeks' bivouac on a bare and exposed saddle of Chogolisa—one of the hitherto inaccessible peaks of "the Roof of the World."

Illustration opposite shows scene of the climb.

APRIL.

4th.—*Mr. Roosevelt arrived back in Europe.*

5th.—*New railway opened between Chile and Argentina.*

13th.—*Australian Parliamentary Elections concluded.*

21st.—*Death of "Mark Twain."*

23rd.—*Marconi Wireless Service inaugurated between London and Canada.*

24th.—*General Election in France.*

27th.—*M. Paulhan starts from London to Manchester.*

Lord Kitchener arrived in England.

28th.—*The Finance Bill* (1909 *Budget*) *became law.*

30th.—*Lord Gladstone sailed for South Africa.*

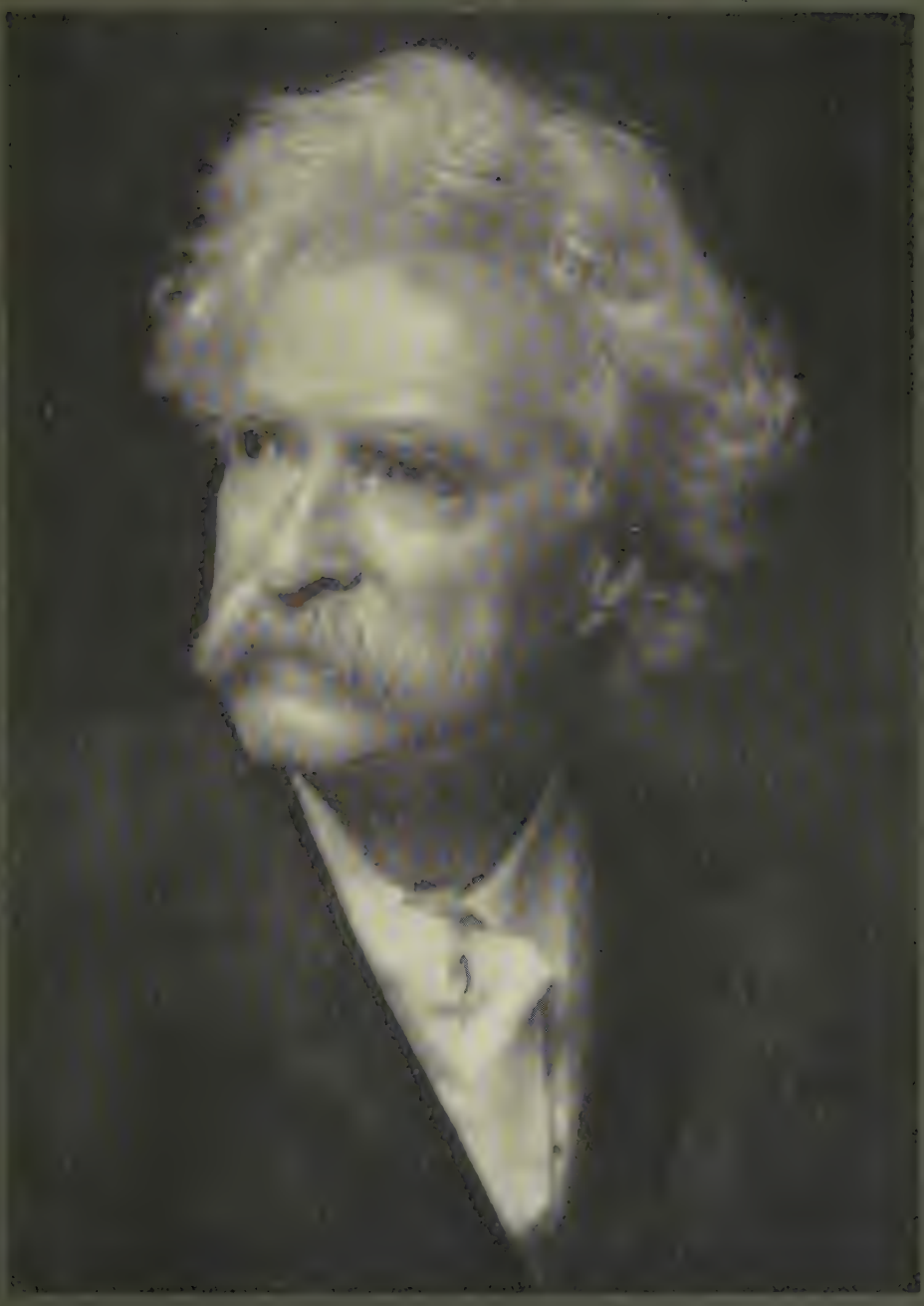
MARK TWAIN.

SAMUEL CLEMENS, who died at Redding, Connecticut, on April 21st, was known the world over as Mark Twain, the greatest of American humorists, and the leader of his school in the world of literature. "A Tramp Abroad," "Hucklebury Finn," "Life on the Mississippi"—the very titles recall the joy of laughter that possessed us as we read these books for the first time. Mark Twain's genius lay in the power he possessed of turning his own life's experiences into a good story. "He incarnated the American spirit," writes one who knew him. He delighted to "cap" the best story of his friends, and he never lacked the ability to do it.

Mark Twain had his share of the disappointments and sorrows that befall humanity: at one time he lost the whole of his fortune; later, when riches had returned, family bereavements struck him sore.

Mark Twain detested oppression and meanness, and was one of the staunchest champions of lost causes.

Portrait of Mark Twain is by Histed.



Viscount Kitchener of Khartoum.

After holding the position of Commander-in-Chief in India since 1902, *Viscount Kitchener returned to England in April of this year. The son of an officer in the Army, Viscount Kitchener has had a wide experience in many parts of the world. In Egypt, the Sudan and South Africa he won distinction as a military General. Since his return home Lord Kitchener has shown great interest in medical research and town planning. He has also accepted a seat on the Defence Committee.*

LORD KITCHENER OF KHARTOUM.

"YOU are about to follow the footsteps of many great men who have in the past successfully devoted themselves to the scientific treatment and prevention of disease, and I can only urge you, in the career that lies before you, to play the game, and work with all your might so as worthily to fill an honoured place in a profession which—thanks to recent developments and research—has enormously extended its beneficent work for the human race. The Royal Army Medical Corps and the Indian Medical Service have accomplished much in recent years towards the improved sanitary condition of the Army. That scourge in the Army, enteric fever, is now at last definitely yielding to improved sanitary methods and the system of inoculation, which has recently become almost universal. Enteric will before long, I feel sure, join the formerly dreaded cholera in total banishment from our barracks. To bring home to you the measure of success which has attended their work in India, I need only point out that during the last ten years ratios of 'constantly sick, invalided, and deaths' have been reduced by no less than 50 per cent. But there still remains in that country a vast field for your energies and painstaking research. Malaria continues to too great an extent to baffle our efforts to reduce its dire effects upon the constitutions of our troops. . . . I hope that it may fall to the lot of one of you to work out before long a really practical solution of this problem."

LORD KITCHENER'S *Address at the opening of the Middlesex Hospital Medical School, October 3rd*, 1910.

Portrait opposite by Bassano.

THE RUBBER BOOM.

THE RUBBER BOOM.

ONE of the outstanding features of the commercial history of the year has been the "Rubber Boom," which lasted for several months, and made huge fortunes for numbers of Stock Exchange speculators. The "Boom" was the result of the steady rise in the price of rubber, caused by the abnormal demand for the commodity and the shortage of the world's supplies. Extraordinary activity marked the opening months of the year in the flotation of new rubber companies. Comparatively few concerns were put on the market during 1909, but in the first two months of 1910, 122 new companies were promoted, with a gross capital of £12,055,000. At the height of the "boom" one of the most prominent brokers was compelled to issue a statement to clients, declining to undertake any further commissions for a fortnight, so full up was he with rubber business. For weeks the Rubber Market resembled a football-field scrummage. One remarkable feature of the boom was the entire absence of disastrous failures.

"IN GOOD LLOYD GEORGE'S GOLDEN DAYS."

BLITHE CITIZEN: "No Income-Tax and a Rubber Boom. What's the matter with Old England?"

[Reproduced by permission of the Proprietors of *Punch*.]

THE TRANSIT OF EX-PRESIDENT ROOSEVELT.

THE TRANSIT OF EX-PRESIDENT THEODORE ROOSEVELT.

AFTER being lost to civilisation for many months, whilst enjoying big game shooting in central Africa, Ex-President Roosevelt made a triumphant progress through Europe on his way home. His meteoric passage, illuminated as it was by eloquent lectures and addresses at the chief capitals, may be said to have compensated, in the minds of many, for the disappointing display of the heavenly illuminary which also visited Europe in the month of May.

Mr. Roosevelt's reception in London was shorn of its magnificence by the death of King Edward, but the welcome he received was none the less sincere and hearty. After receiving the Freedom of the City he made a characteristic speech, criticising England's policy in Egypt. This for the moment caused some feeling and much discussion. At Oxford Mr. Roosevelt gave the Romanes lecture. At Cambridge he received the degree of D.C.L. Perhaps the incident in his visit to England which brought him in closest touch with the people was his attendance at the funeral of King Edward as the appointed representative of the United States.

Theodore Roosevelt.

PAULHAN'S GREAT FLIGHT.

PAULHAN'S GREAT FLIGHT.

THE memorable achievements of the year 1909 when Blériot flew across the straits of Dover on a heavier-than-air machine, and Latham, Farman and other airmen won themselves fame, were surpassed early in the present year. On April 23rd Mr. Grahame-White, a young Englishman who had had practically no previous experience, made a gallant attempt to win the *Daily Mail* prize of £10,000 by flying from London to Manchester. He accomplished 114 miles with two stops.

The plucky attempt was followed on April 27th by a dramatic race between M. Paulhan and Mr. Grahame-White. The former, who made a surprise start from Hendon at 5.20 in the evening, obtained a good lead, but Mr. Grahame-White made a most gallant attempt to overhaul him. Mr. Paulhan reached Lichfield, 112 miles from London, about eight o'clock, and spent the night there. Mr. Grahame-White was not so fortunate. The next morning Mr. Paulhan started at four o'clock and reached Manchester at 5.32. His arrival created the greatest enthusiasm, his rival being one of the first to send a message of congratulation.

The Illustration opposite shows Paulhan flying at daybreak over the railway line.

THE FLIGHTS OF THE YEAR.

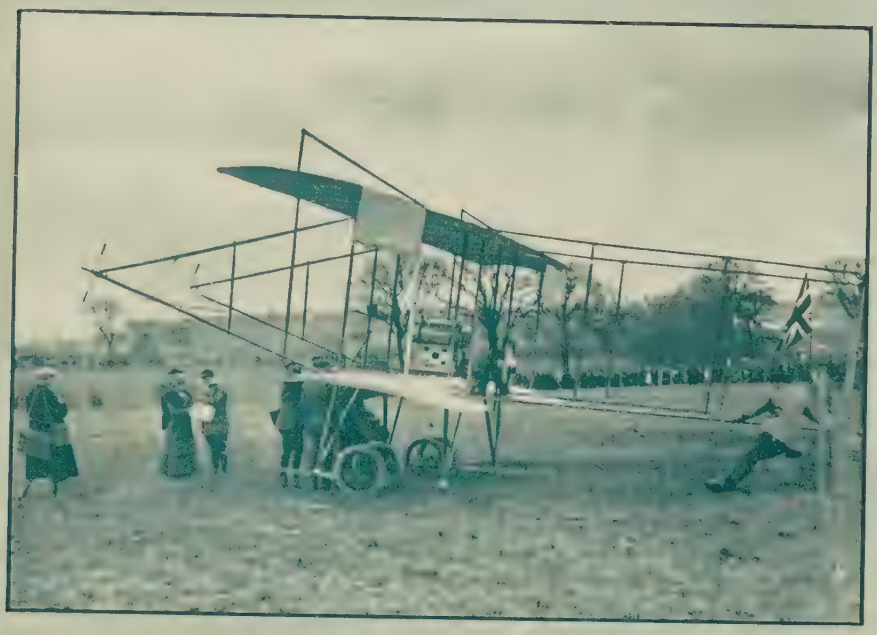
THE FLIGHTS OF THE YEAR.

FROM ALBANY TO NEW YORK.

THE wonderful flight of Glen Hammond Curtis from Albany to New York, on May 29th, was no haphazard undertaking, but a carefully planned journey. He selected the spot near Poughkiepsie, on the Hudson, where he was to make his first stop, and at 214th Street, New York City, for his second. The first stage took 1 hour 24 minutes, and the second 1 hour 9 minutes. He then ascended again and flew in 18 minutes to Governor's Island. In making the flight of 150 miles in 2 hours 51 minutes, he maintained an average speed of 52.6 miles an hour, and achieved the second greatest distance flight then recorded.

NEW YORK TO PHILADELPHIA AND BACK.

ABOUT two weeks after Curtis's flight from Albany to New York, Charles K. Hamilton successfully accomplished a trip from New York to Philadelphia and back, about 175 miles in all. He thus made a new record for the United States. On the journey out he took 1 hour 50 minutes, but when returning he was delayed by an accident near South Amboy. The total time in the air was 3 hours 34 minutes.



Paulhan's Flight to Manchester.

1. Ready to Start.
2. With Farman and other friends after the Flight.

TWO COLONIAL GOVERNORS.

TWO COLONIAL GOVERNORS.

LORD GLADSTONE, as we now know him, sailed from Southampton on April 30th to take the position of Governor-General of United South Africa. As Herbert Gladstone, he had for many years been a prominent figure in Liberal politics. He was born in 1856, and educated at Eton and University College, Oxford. In 1880 he stood as a candidate for the representation of Leeds in the House of Commons and was returned amid much enthusiasm. Since the Redistribution Act of 1885 he has represented the western ward of that city. In the brief Liberal Parliament of 1886 he was Financial Secretary to the War Office. In 1892 he served the Government as Under-Secretary at the Home Office. He proved himself a capable Liberal Whip during the time of the Boer War, and up till his appointment as Home Secretary in the Liberal Administration of 1905. In 1901 he married Miss Dorothy Paget. Lady Gladstone is beautiful and popular.

Lord Islington, or more familiarly, Sir John Dickson-Poynder, who has gone to New Zealand in succession to Lord Plunkett, was one of the last public servants of the State to see King Edward. He attended at Buckingham Palace, and had an audience with his Majesty the day before he died.

Lord Islington,
Governor of New Zealand.

Lord Gladstone,
Governor of South Africa.

MAY.

2nd.—*Commander Peary arrived in London.*

5th.—*Death of Dr. Alexander McLaren.*

6th.—*Death of King Edward VII.*

9th.—*Accession of King George V. proclaimed.*

Elections in Belgium and Denmark.

11th.—*Whitehaven Colliery Disaster—136 men and boys lose their lives.*

14th.—*Opening of Japan-British Exhibition.*

31st.—*Union of South Africa proclaimed.*

Mr. Roosevelt received Freedom of the City of London.

THE TRUCE OF GOD.

A KING'S BEQUEST.

I.

WHAT darkness deep as Wintry gloom
O'ershadows joyous Spring?
In vain the vernal orchards bloom,
Vainly the woodlands sing.
Round Royal shroud
A mournful crowd
Is all now left of One, but yesterday a King.

II.

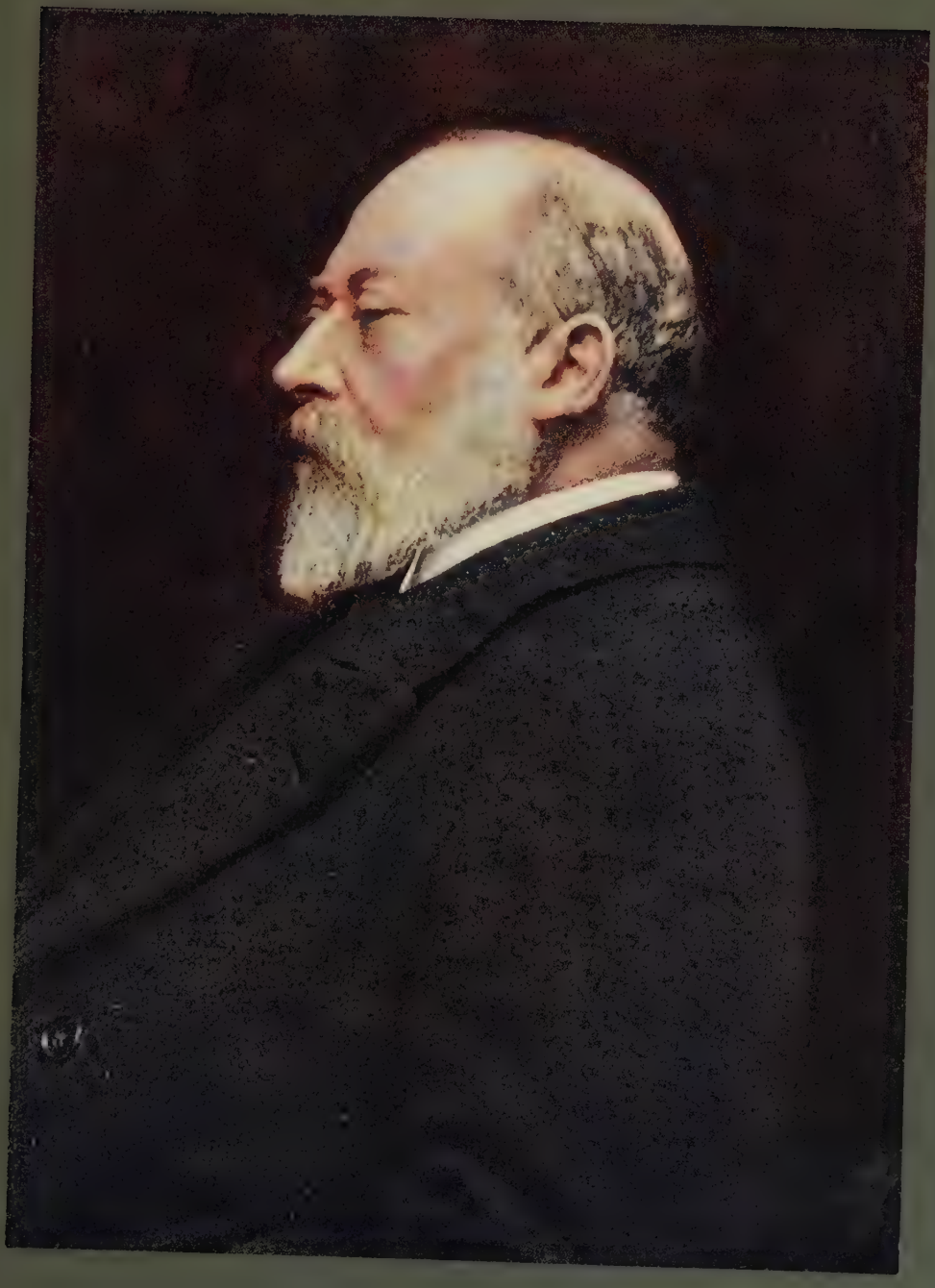
Thrones have there been of hateful fame,
Reared upon wanton war:
He we have lost still linked his name
With peace, at home, afar.
For peace He wrought,
His constant thought
Being how to shield his Realm against strife's baleful star.

III.

So let us now all seek to wrest
From fateful feuds release,
And, mindful of his wise bequest,
From factious clamours cease:
Treading the path He trod,
The sacred Truce of God,
The path that points and leads to patriotic Peace.

ALFRED AUSTIN.

The portrait on opposite page is by Ernest Mills.



THE LAST DAYS OF KING EDWARD VII.

THE LAST DAYS OF KING EDWARD VII.

KING EDWARD VII. died at Buckingham Palace shortly before midnight on May 6th. It was only generally known the day before that he was seriously unwell. Returning from a holiday on the Continent on April 27th, the next day he received Lord Kitchener at Buckingham Palace, and the day following entertained Lord and Lady Gladstone prior to their departure for South Africa. A visit to Sandringham, to inspect alterations on the estate, and many public functions and engagements crowded the remaining days of his life. Although suffering from a heavy cold and bronchitis, with indomitable courage King Edward insisted on performing the duties of State up till the very last.

The news came upon the nation with terrible suddenness, and the sympathy of all went out to the Royal Consort, Queen Alexandra, who had so devotedly nursed the King during his last hours, and to the royal family.

State opening of Parliament.
The Last Home Coming.

QUEEN ALEXANDRA.

QUEEN ALEXANDRA.

SHE won her way to the hearts of the British people as the youthful and beautiful Princess Alexandra of Denmark, when she first landed on our shores to wed the Prince of Wales. As the years have passed, the bond of affection has grown stronger. Her sympathy for the sick and needy, her kindly thought and gracious bearing, the readiness with which she entered into the interests of her adopted country, and the sorrow which came to her life at the death of her eldest boy, the Duke of Clarence, have all had a part in this bond of affection.

And now, when the greatest of sorrows has fallen upon her, the people she has loved and served mourn with her, and would show the love they have.

The portrait of Queen Alexandra with Prince Olaf, by D. Knights-Whittome, was taken in December, 1909.

THE FUNERAL OF KING EDWARD VII.

THE
FUNERAL OF KING EDWARD VII.

AFTER lying in state at Buckingham Palace, the body of King Edward was removed to Westminster Hall on May 17th. A procession proceeded from the Palace, King George and Prince Edward following the coffin on foot. On arrival at the Hall, the royal mourners were met by members of the two Houses of Parliament, and a most impressive service was conducted by the Archbishop of Canterbury.

On the following days the public were allowed to pass through the Hall and view the coffin, which was guarded night and day by sentries with bowed heads and immoveable figures.

The Funeral took place on May 20th, a cloudless, sunny day, amid scenes of great pomp and splendour. The coffin, resting on a gun carriage, was taken from Westminster Hall through the streets of London to Paddington Station, and thence conveyed by rail to Windsor. The line of route was thronged with tens of thousands of people who desired to pay homage to their King.

The Funeral Procession.

THE ROYAL MOURNERS.

THE ROYAL MOURNERS.

KING GEORGE V. supported by his cousin, the Emperor of Germany, and his uncle, the Duke of Connaught, all mounted on chargers, headed the procession behind the coffin, and they were followed by the King of Spain, the King of Norway, the King of Belgium, the King of Portugal, Prince Henry of the Netherlands, representatives of other Royal Houses, and Ex-President Roosevelt as the representative of the United States. Queen Alexandra in a closed carriage, attracted universal sympathy.

One of the most affecting incidents in the procession was the presence of the late King's favourite dog Caesar, led by a royal servant after the favourite charger of the King.

At St. George's Chapel, Windsor, the funeral service was conducted by the Archbishop of Canterbury, and the coffin was then conveyed to its resting place in the royal vaults.

The Royal Mourners.
1. At Hyde Park Corner.
2. At Windsor.

THE WHITEHAVEN COLLIERY DISASTER.

THE WHITEHAVEN COLLIERY DISASTER.

ON May 11th, whilst the nation was mourning the loss of its beloved King, the news came of a terrible colliery disaster at Wellington Colliery, Whitehaven. One hundred and thirty-six men and boys were entombed in the pit, and in spite of heroic attempts at rescue, most of them perished. The pit had ultimately to be sealed up to check the fire that had burst out, and it was not till the last days of September that the bodies of the men who had met their death were recovered. Profound sympathy went forth to the bereaved friends of the miners, and a fund was opened for their assistance.

On August 2nd, some of those who had shown great courage in the attempted rescue attended at Marlborough House, where King George presented them with medals. At the same time the King handed medals to a number of his subjects who had shown conspicuous bravery in other circumstances.

The picture on opposite page shows a group of these heroes in civil life.

Heroes All.

KING GEORGE V.

KING GEORGE'S FIRST SPEECH.

AT his first Privy Council after the death of King Edward, King George made the following speech :—

My Lords and Gentlemen—

My heart is too full for Me to address you to-day in more than a few words. It is My sorrowful duty to announce to you the death of My dearly loved Father the King. In this irreparable loss which has so suddenly fallen upon Me and upon the whole Empire, I am comforted by the feeling that I have the sympathy of My future subjects, who will mourn with Me for their beloved Sovereign, whose own happiness was found in sharing and promoting theirs. I have lost not only a Father's love, but the affectionate and intimate relations of a dear friend and adviser. No less confident am I in the universal loving sympathy which is assured to My dearest Mother in her overwhelming grief.

Standing here a little more than nine years ago, Our beloved King declared that as long as there was breath in His body He would work for the good and amelioration of His People. I am sure that the opinion of the whole Nation will be that this declaration has been fully carried out.

To endeavour to follow in His footsteps, and at the same time to uphold the constitutional government of these Realms, will be the earnest object of My life. I am deeply sensible of the very heavy responsibilities which have fallen upon me. I know that I can rely upon Parliament and upon the People of these Islands and of My Dominions beyond the Seas for their help in the discharge of these arduous duties, and for their prayers that God will grant me strength and guidance. I am encouraged by the knowledge that I have in My dear wife one who will be a constant helpmate in every endeavour for our people's good.

THE SHIP OF STATE—A NEW EMPRISE.

[Reproduced by permission of the Proprietors of *Punch*.]

THE ROYAL CHILDREN.

THE ROYAL CHILDREN.

KING GEORGE V. and his gracious Consort are specially endeared to their people by reason of their great love of family life. Their children have become familiar to the public in a hundred different and attractive ways. The Prince of Wales—who is to be ceremoniously installed at Carnarvon in July, next year—was born in 1894. His brother, who has been with him at Dartmouth as a Naval Cadet, is a year his junior. Their only sister, Princess Mary, was welcomed in 1897. Prince Henry, Prince George, and Prince John are ten, eight, and five years old respectively, and are all popular with the younger subjects of His Majesty.

The group portrait is by W. & D. Downey, London.

Prince Albert. Prince Henry. Prince Edward of Wales.
Prince John. Princess Mary. Prince George.

JUNE.

1st.—*The "Terra Nova" left for the South Pole.*

2nd.—*Hon. C. S. Rolls flew from Dover to Calais and back.*

6th.—*North Atlantic Fisheries Arbitration Tribunal met at the Hague.*

Death of General Sir William Butler.

10th.—*Rt. Hon. Sir Charles Hardinge was nominated Viceroy of India.*

14th.—*The World Missionary Conference opened in Edinburgh*

Great Floods in Germany and Hungary.

17th.—*Veto Conference opens.*

20th.—*Army Pageant at Fulham Palace.*

21st.—*Westminster Cathedral consecrated.*

THE JAPANESE EXHIBITION.

THE death of King Edward and the mourning which followed, caused the opening of the Japan-British Exhibition at the White City to be of an informal nature, and doubtless it suffered somewhat in consequence. But for all that the Exhibition has been a success, and many thousands of people have made a pilgrimage to Shepherd's Bush to see the collection of Japanese arts and industries which were brought together. A very beautiful feature of the Exhibition was the representation of the four seasons in Japan—spring, summer, autumn and winter. This was executed with great skill, and made a charming annexe to the Exhibition proper. The Garden of Peace and the Garden of the Floating Island attracted much attention as examples of Japanese landscape gardening. The presence of some members of the Ainu tribe and the representation of a Japanese village, life and industries, added to the interest of the out-door attractions.

The illustration opposite of the Garden of Peace is reproduced by permission of the *Gardeners' Chronicle.*

THE WOMEN'S FRANCHISE DEMONSTRATION.

THE WOMEN'S FRANCHISE DEMONSTRATION.

ON June 18th, one of the most imposing demonstrations in favour of Women's Suffrage took place in the form of a procession from the Victoria Embankment to the Royal Albert Hall. Ten thousand women took part, forty bands supplied military music, and a special section of the demonstration was devoted to those who had been imprisoned for "the cause." The procession was organised and marshalled by women, and included actresses, authoresses, students of music, artists, and representatives from numerous Continental and American Suffrage Societies. In the meeting at the Albert Hall which followed the Demonstration, £5,000 was subscribed towards the funds of the movement.

In Parliament what was known as the "Compromise Bill" on the subject was introduced by Mr. D. J. Shackleton, M.P., and read a second time. Mr. Lloyd George spoke from the first Government Bench against the measure.

Militant methods were suspended for the greater part of the year. A strong Anti-Suffrage movement was organised, with several public meetings and demonstrations during June and July.

The Women's Procession.

THE NEW VICEROY OF INDIA.

THE NEW VICEROY OF INDIA.

EARLY in June Sir Charles Hardinge, the permanent Under Secretary for Foreign Affairs, was nominated for the position of Viceroy of India, in succession to Lord Minto. The appointment caused some surprise at the time, but has been generally approved. Since his appointment Sir Charles has accepted a peerage with the title of Lord Hardinge of Penshurst.

The new Viceroy has had very wide experience in the diplomatic service, and on several occasions accompanied King Edward VII. when visiting foreign courts. He is in the succession of Viceroys, his grandfather, the first Viscount Hardinge, having formerly held the position he has now accepted.

The vacancy at the Foreign Office has been filled by the transfer of Sir Arthur Nicholson from the embassy at St. Petersburg.

The picture on the page opposite shows Lord and Lady Hardinge with their family.

THE HON. C. S. ROLLS.

IT seemed at one time as though the honours of the air would all be taken by French airmen. In April, Mr. Grahame-White raised the Englishmen's hope for one brief day. In June, the Hon. C. S. Rolls added laurels to his fame in other fields by flying across the Channel from Dover to Calais and back without alighting. He accomplished the whole flight in ninety minutes.

The news of Mr. Rolls' death a month later (July 12th) at the Bournemouth Flying Meeting was received with profound grief. His reputation as a sportsman of sterling merit was world-wide. The son of Lord Llangattock, Mr. Rolls was one of the first to drive a motor car in England. He won many races, and in 1905 represented Great Britain in the Gordon-Bennett race.

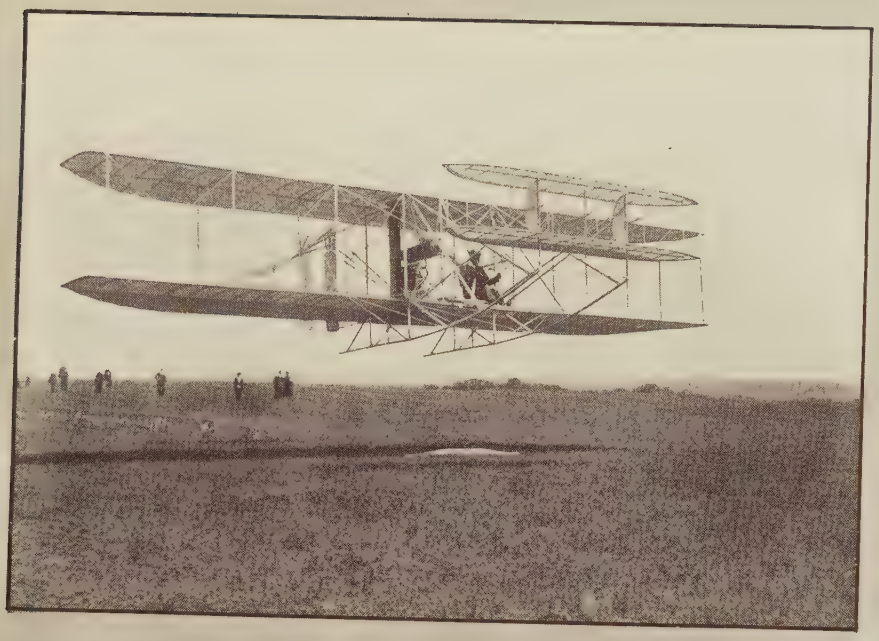
Later on he took to aeronautics, and made over 150 balloon ascents. In 1906 he won the French Aero Club's Medal for the longest journey; ascending at Paris and travelling as far as Shernborne in Norfolk.

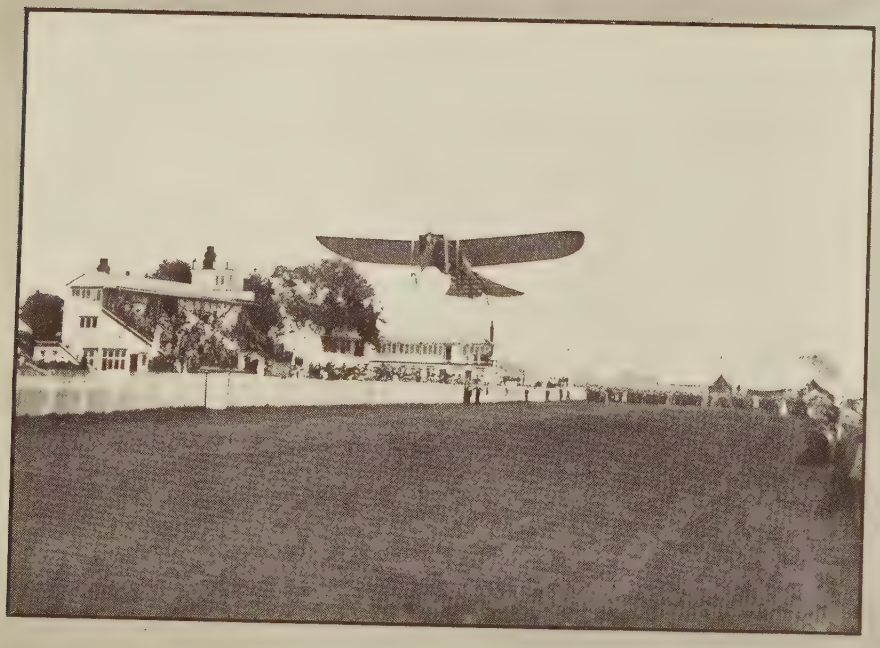
See illustration on page 121.

MOISSANT'S CROSS CHANNEL FLIGHT.

MR. MOISSANT, an American airman, achieved one of the most notable flights of the year on August 17th. The day previous he had started from Paris with his mechanic on board, and after a descent at Amiens reached Calais, from whence he flew across the Channel, landing at the village of Tilmanstone, near Deal. High winds prevented his continuing on to London, but the following day he succeeded in reaching Rainham, where he was stranded by a broken propeller. Although not completely successful in his attempt to fly from Paris to London, Mr. Moissant gained the distinction of being the first airman to cross the Channel with a passenger on board.

Later on Moissant took part in the Flying Meeting near Folkestone, where he carried off several of the awards.





1. The Hon. C. S. Rolls starts for his Cross Channel Flight.
2. Moissant Flying at Folkestone.

FIVE HUNDRED MILE RACE.

THIS competition, organised by *Le Matin*, took place in France from August 7th to 17th. The course consisted of six stages. Paris to Troyes (140 kilometres); Troyes to Nancy (165); Nancy to Mézières (160); Mézières to Donai (135); Donai to Amiens (80); Amiens to Paris (120). The race was keenly contested and won by M. Le Blanc, with an aggregate time of just over twelve hours for the circular course of 500 miles. During the course of the race a violent storm severely handicapped some of the airmen.

THE LANARK MEETING.

THIS was held early in August, and proved one of the most successful meetings held in the British Isles. The chief event of note was Mr. Drexel's great flight. He went up in a high wind, and at a height of about 5,000 feet disappeared from view in the clouds. He ultimately reached an altitude of 7,450 feet above sea level, and 6,750 feet above the flying ground. He thus made a new world's record.

At the Blackpool meeting held about the same time as the foregoing, Mr. Grahame-White distinguished himself by his short distance starts and bomb dropping, but bad weather prevented flying to any great extent.

THE ARMY PAGEANT.

THE Army Pageant was held at Fulham Palace, London, from June 20th to July 2nd, in aid of the funds of the Incorporated Soldiers and Sailors Help Society. Ten episodes in great battles were presented, and six Stories of Regiments in Famous Fights. In Episode 1, King Arthur was represented at the Battle of Badon. Then followed Alfred at the battle of Ashdown, the Normans at Hastings, Crecy, Agincourt, Joan of Arc on the Field of Patay, and other incidents.

In the six scenes from regiments in famous fights, the Battles of Malplaquet, Dettingen and Corunna were included.

The Master of the Pageant, Mr. F. R. Benson, had already achieved success at similar representations elsewhere. The general effect was picturesque rather than realistic; the glamour of war without the horrors. As a means of showing the history and evolution of war the Pageant was a great success.

Another celebrated Pageant of the Year was held at Chester when many episodes in the history of that city were picturesquely represented.

Army Pageant—Battle of Patay.

JULY.

2nd.—*Death of Dr. Furnivall.*

7th.—*M. Latham flies to a height of 4,528 feet.*

12th.—*The "Beta" airship flies to London.*

The Women's Franchise Bill read a second time in the House of Commons.

Death of Hon. C. S. Rolls at Bournemouth.

18th.—*Strike on the North-Eastern Railway.*

25th.—*Tariff agitation in Canada. Wireless message results in arrest of Dr. Crippen and Miss Le Neve on board the "Montrose" at Quebec.*

THE PASSION PLAY AT OBER-AMMERGAU.

FOR close upon 300 years the Bavarian village of Ober-Ammergau has been associated with its unique and remarkable Passion Play. The earliest record of the Play is in 1634, but it is only in comparatively recent times that it has gained its world-wide fame. Up till 1830 the performance was simple and indifferent. Then the parish priest Alois Daisenberger took the matter in hand, and gave the dramatic finish to the whole. Daisenberger was a most devout man, and he records that his sole object in undertaking the play was "the edification of the Christian world."

The performers are all natives of the village. The task of allotting the parts is entrusted to a committee of men, the majority being elected by the villagers themselves. The whole performance is gone through with the utmost reverence, and the Biblical narrative is made intensely real to the thousands of visitors who gather from all parts of the world to witness it.

The picture opposite is of Maria Mayr representing Mary Magdalene.
Photograph by F. Bruckmann.

THE PASSION PLAY AT OBER-AMMERGAU.

THE PASSION PLAY AT OBER-AMMERGAU.

THE scene here represented is the trial of Jesus before Pilate, the Roman Governor. On the left stands Pilate on the terrace at the entrance to his house. At the foot of the steps two Roman soldiers guard Jesus. In front, to the right, stands the High Priest, Caiaphas, who speaks to the charge and appeals for the death sentence to be pronounced. In the background are grouped other members of the priesthood, and behind these a crowd of people, friends and enemies of the accused.

F. Bruckmann, photo.]

The Trial before Pilate.

AUGUST.

3rd.—*Death of Linley Sambourne.*

5th.—*Lord Strathcona celebrated his ninetieth birthday.*

13th.—*Death of Earl Spencer.*

14th.—*Great Fire at Brussels Exhibition.*

16th.—*Sir Ernest Cassell endows a fund for helping necessitous Germans and Englishmen.*

Death of Florence Nightingale.

17th.—*M. Moissant, accompanied by a passenger, flew from Calais to Deal.*

18th.—*Richard Arnst won the world's sculling championship on the Zambesi.*

Osborne Judgment.

Korea annexed by Japan.

LORD STRATHCONA.

ON August 5th Lord Strathcona, High Commissioner for Canada, celebrated his ninetieth birthday. Few men have had such an intimate connection with the development of a great country. Born in 1820, Donald Alexander Smith left his Scottish home at an early age for the land of promise in the West, where he entered the service of the Hudson Bay Company. His connection with that corporation was long and eventful, and he held office as the last Resident Governor.

From 1871 to 1884 Lord Strathcona represented Winnipeg in the Manitoba Legislature. He also had a seat in the Dominion House of Commons. It was owing to his pluck, energy and determination that the undertaking of the Canadian Pacific Railway was carried to a successful issue.

Lord Strathcona's gospel has work and duty for its watchwords. Speaking a few months back, he said: "If I were to have a word with any who are going out to Canada this would be my message: You are going to a land of splendid possibilities, where you will find many to welcome you. Only one thing is necessary to ensure your success, the ability and the determination to work. You must work strenuously, steadfastly, and as long as it is necessary. The man who works in Canada cannot fail."

The portrait of Lord Strathcona is by Russell & Sons, and the background represents Mount Sir Donald, one of Canada's finest peaks, named after his lordship.

Lord Strathcona.
Mount Sir Donald in background.

THE GROWTH OF CANADA.

CANADIAN EMIGRATION, 1910.

AFTER a temporary set-back in 1908 and 1909, the Canadian Emigration figures for the season which closed on September 30th showed a tremendous increase once more, almost equalling the record figures of 1906-7. The Dominion representatives in this country were spurred into activity by the prospects of "bumper harvests" following two comparatively lean years, but also by the arrival in London of special deputations from Victoria and Queensland in search of suitable settlers. These latter brought with them outlines of attractive schemes for farmers and agriculturalists, and the Canadian Government found it expedient to relax, in some slight measure, the rather rigorous immigration laws which had been brought into force at a period of depression and panic. During the six months covering the Immigration season specially, Canada received 80,151 British immigrants, 52,480 settlers from Continental countries, and 78,000 from the United States. These last were almost all farmers and landowners, who realized their American property and purchased new farms in the Dominion. Special facilities were granted to societies sending out likely boys to work on Canadian farms under proper supervision, while the home government made various concessions to pensioned service men anxious to emigrate, by allowing them to commute a part of their pension in exchange for a lump sum, where this is desirable.

Farming in Western Canada.

THE BRUSSELS EXHIBITION.

THE BRUSSELS EXHIBITION.

THE Brussels Exhibition was opened in April by King Albert of the Belgians, accompanied by Queen Elizabeth, his popular consort. The principal façade consisted of a stately building in classical style, situated on rising ground. The grounds were laid out with great taste, and the exhibits generally were of a high order. In the British section the quality of the 300 firms showing was better than at any previous foreign exhibition. The exhibits consisted of ceramics, furniture, motor cars, scientific instruments, machinery, etc.

On August 14th a destructive fire broke out in the Exhibition, resulting in the total wreck of the Belgium and British section and the Bruxelles Kermesse. The damage was estimated at more than a million pounds. In the face of what appeared to be a hopeless task, the British exhibitors, at short notice, arranged to rebuild the British section. This was done with such earnestness that the new section was completed by September 19th when it was officially opened by the King of Belgium, who paid a high tribute to the pluck and sacrifice that had been evidenced.

Brussels Exhibition:
Main Entrance before
and after the Fire.

DEATH OF EARL SPENCER.

EARL SPENCER.

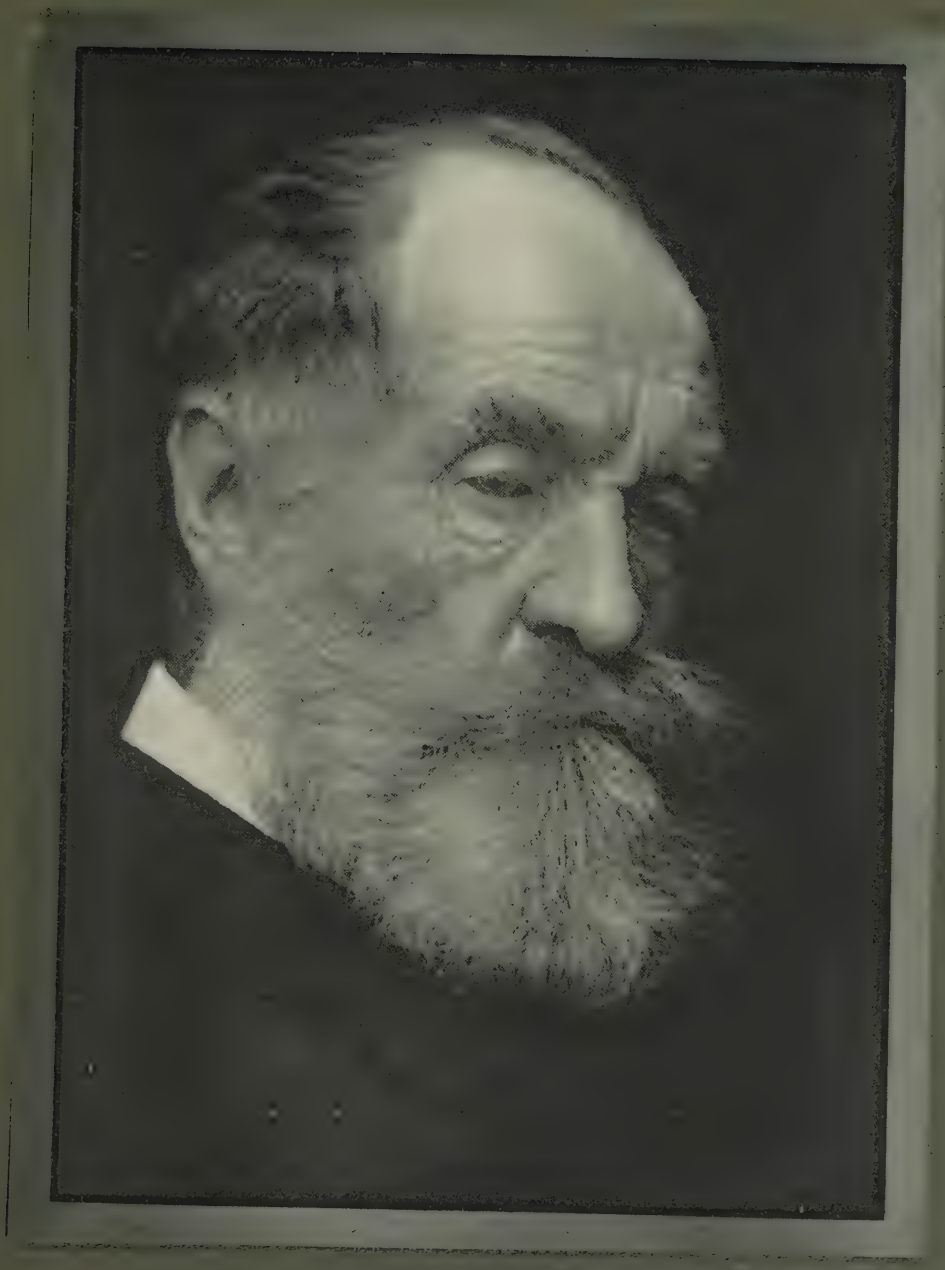
EARL SPENCER, whose death took place on August 6th, had filled several high offices in the State, and was for many years closely associated with W. E. Gladstone. In 1868 he served as Lord Lieutenant of Ireland, in the first administration of Mr. Gladstone. In 1880 he was appointed Lord President of the Council, but when Earl Cowper resigned the office of Lord Lieutenant in 1882 at the time of "The Kilmainham Treaty" with Parnell, Lord Spencer returned to the office of Lord Lieutenant, with Lord Frederick Cavendish as Chief Secretary.

After the murder of Lord Frederick Cavendish and Mr. Burke in Phœnix Park, Dublin, Lord Spencer showed great courage in the troubled waters of Irish Administration. The leaders of the fearful crime were brought to justice, and their conspiracy broken up.

In Mr. Gladstone's fourth administration Lord Spencer became First Lord of the Admiralty, and won for himself the confidence of the Service by the ability with which he carried out the duties. At Court he was popular, and it is generally admitted that he was looked to by Mr. Gladstone to take up the Liberal leadership on his resignation.

As a landowner and a sportsman Lord Spencer won high esteem, and on three occasions mastered the Pytchley Hunt.

Portrait opposite is by Beresford.



DEATH OF FLORENCE NIGHTINGALE.

FLORENCE NIGHTINGALE.

Born May 12th, 1820 ; Died August 16th, 1910.

"NO commander so puissant—no statesman so powerful—that his name shall outlast that of the devoted Englishwoman, whose services, in spite of the usual routine official objections, were accepted by Mr. Sidney Herbert, the Secretary of War. Miss Nightingale arrived at Scutari, with thirty-seven nurses, on the morning of the Battle of Inkerman, and so clearly did this devoted band prove their usefulness, that Miss Stanley, the Dean of Westminster's sister, followed not long after with forty additional assistants. To Florence Nightingale is due the glory of having initiated a movement which has extended far beyond the limits of the Crimean campaign. No army now moves on active service without its train of skilled nurses, and the Geneva Convention has been the direct result of this first mission of mercy."—SIR HERBERT MAXWELL, Bart.

The Angel of the Crimea.

THE SCULLING CHAMPIONSHIP.

THE WORLD'S SCULLING CHAMPIONSHIP.

IN intensely hot weather the race for the world's sculling championship between Richard Arnst of New Zealand, and E. Barry, of England was rowed on August 18th, over a three-and-a-half mile course on the Zambesi. Although Barry made a spirited attempt to capture the championship, his rival proved too strong for him, and a quarter of a mile from home he was three lengths ahead. Barry then put on a magnificent spurt, but gave up the race when forty yards from the finish, leaving Arnst to win by seven lengths, the time being 20 minutes 14⅗ seconds.

Richard Arnst has held the championship since 1908, when he beat W. Webb on the Wanganui river.

MOTOR BOAT RACING.

THE second picture on the opposite page is from a snapshot of a racing motor boat at Ramsgate. It illustrates the adaptability of the petrol motor for great speed on the water as well as on land. Since the advent of the motor car we have seen the earth, water and air conquered by these marvellous internal combustion engines.

(1) Arnst and Barry on the Zambesi.
(2) Motor Boat Racing at Ramsgate.

National Defence.

The launch of the new Dreadnoughts, "Colossus," "Hercules" and "Orion," and of the monster cruiser "Lion," have been indications of the movement that has been going forward for insuring national defence. More remarkable has been the order given by the French Government for the construction of a number of aeroplanes for military service, and the practical abandonment of the Zeppelin airships by the German government. This course was decided on after the destruction of "Zeppelin VI." by fire.

THE NAVAL MANŒUVRES.

JULY saw the annual Naval Manœuvres carried out in the Atlantic, and off the western coast of Great Britain. On the 16th the attacking fleet appeared outside Milford Haven, but was repelled by gunfire and the evolutions of a powerful submarine flotilla. The defence was in the hands of the Haven forts, and the submarines, the destroyer *Swift* and other war vessels—while the attack was carried out by the battleships *Vanguard, Collingwood* and *Bellerophon*. The successful defence was largely due to the operations of the fort searchlights, which discovered the "enemy" and enabled the torpedo boats and submarines to attack.

Altogether the manœuvres lasted twelve days, and were brought to a conclusion after an exciting battle near the mouth of the Severn. For days previous to this engagement neither fleet had the slightest knowledge of the whereabouts of the other—both waiting for definite news before coming into action. The Blue Fleet, in full force off South Wales, was prepared for instant action—as the Red Admiral heard, and instantly proceeded to the attack. Surrounding the "Blue" with a cordon, he was able to take this "enemy" completely by surprise, and eventually forced the Blue Admiral to strike his colours and surrender. The official result of the manœuvres stated that the Red fleet lost thirteen battleships and several destroyers, while the Blue lost sixteen battleships, all cruisers, destroyers, and transports supposed to contain 10,000 troops!

SEPTEMBER.

7th.—*Newfoundland Fisheries award announced.*

Death of Holman Hunt, R.A.

11th.—*Mr. Robert Loraine crossed the Irish Channel from Holyhead on his aeroplane.*

14th.—*Airship Zeppelin VI. destroyed by fire.*

15th.—*General Election commenced in South Africa.*

19th.—*King of Belgians opened the reconstructed sections of the Brussels Exhibition.*

23rd.—*M. Chavez flew across the Alps.*

Serious Labour Strike in Berlin.

Great Cotton Lock-out.

Visit of Canadian Rifles.

VISIT OF THE CANADIAN RIFLES.

THE Queen's Own Rifles arrived during the last week in August, and entered enthusiastically into their month's training with the "Regulars" at Aldershot. Their visit included a civic reception at the Guildhall, London—a deputation to His Majesty at Balmoral, and a share in the rough and tumble of the military manœuvres in the South-west. The regiment is 620 strong, and was brought over at his own expense by its Colonel, Sir Henry Pellatt. The regimental bugle band is said to be the finest in the world. On arriving at Liverpool on board the *Megantic* they received a magnificent welcome, which was repeated at Aldershot and in the city of London.

Their first experience of mimic warfare was on the 9th and 10th of September, when they took part in a great sham battle, in which the evacuation of Winchester by the Brown forces, whilst covering the retreat of its convoys from an attack by another force, was the main feature. Sir Henry Pellatt and a selection of the regiment were received by the King at Balmoral shortly afterwards, and a message was sent by his Majesty to the troops.

British Army Airship "Beta."

THE CONQUEST OF THE ALPS.

THE CONQUEST OF THE ALPS BY M. CHAVEZ.

CERTAINLY the most romantic, and in many ways the most wonderful flight of the year, was that made by M. Chavez on September 23rd, when he crossed the Alps from Brigue in the Rhone Valley to Domo D'Ossola in Italy over the celebrated Simplon Pass. Unhappily this last conquest of the Alps had a fatal ending, for when M. Chavez was descending he lost control of his machine, which turned turtle and buried him underneath. The brave airman was extricated from the wreck with both legs fractured and other injuries, and died four days later.

M. Chavez was only twenty-three years of age. He started his flying career in February last, and had proved himself the most daring of the pioneers of the new science. At Blackpool in August he beat the then world's record for high flying, attaining 5,850 feet. Mr. Drexel exceeded this at Lanark, but only to be surpassed by M. Chavez at Issy-les-Moulineux, when he rose to 8,790 feet or about 1⅔ miles.

This conquest of the Alps was followed by a similar flight over the Pyrenees a few days later.

Another notable flight of the year was that made by M. Clement and a party of friends from Paris to London in the dirigible *Clement-Bayard II.*, on Sunday, October 16th. The trip was in every way successful, and the great airship was safely housed at Wormwood Scrubbs, in a building erected by the *Daily Mail* for the purpose. Soon after its arrival in England it was officially announced that the British Government had acquired the airship from M. Clement.

Illustrations Bureau.

1. Arrival of Clement-Bayard II. at Wormwood Scrubbs.
2. M. Chavez flying over the Alps.

WILLIAM HOLMAN HUNT.

WILLIAM HOLMAN HUNT, O.M.

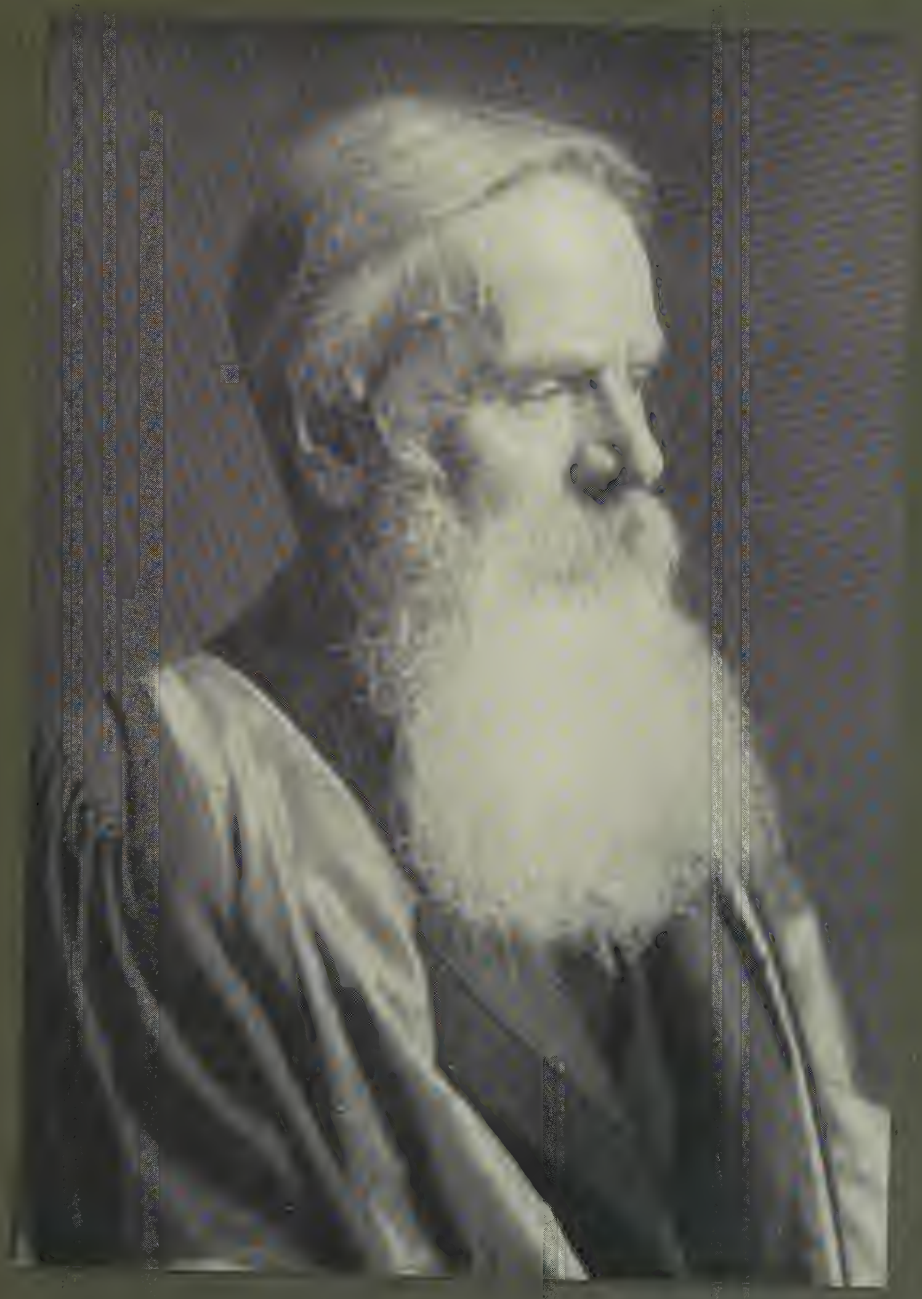
THE death of Holman Hunt removed from our midst the last of the pre-Raphaelite school of painters. He was a typical Victorian—a Tennyson in paint. Born in 1827 in a room over a warehouse in Wood Street, Cheapside, he originally contemplated a business career. It is said that he painted "The Light of the World" by moon or candle light—a result of early day habits, to which he had been driven by the compulsion of long business hours. The pre-Raphaelite Brotherhood quarrelled continually about art, about money, about work, but it was a great force—including as it did, Ruskin, Rossetti, Burne Jones, and Millais, as well as Hunt and George Meredith. Holman Hunt was one of the few painters who knew the chemistry of colour, and made a study of its durability. His high aim as an artist he himself explained, saying :—

"The purpose of art is, in the love of guileless beauty, to lead men to distinguish between that which being clean in spirit, is productive of virtue, and that which is flaunting, meretricious, and productive of ruin to a nation."

Holman Hunt was a specialist in realism. He went to the Red Sea for his "Scapegoat," and was equally scrupulous in his "Shadow of Death."

The beauty and manliness of his figure of Christ in "The Light of the World," are as strongly evident as are the meaning and artistic harmony of the picture. The picture now stands in St. Paul's Cathedral, and near by are the ashes of the painter—placed there after his cremation, at the request of the Dean and Chapter of the Cathedral.

The portrait of Holman Hunt on opposite page is reproduced by permission of Mr. Fredk. Hollyer



THE PANAMA CANAL.

THE PANAMA CANAL.

SECOND STAGE COMMENCED.

THE work commenced by M. De Lesseps, the engineer of the Suez Canal, of cutting through the isthmus dividing North and South America, has for the past six years been in the hands of the United States War Office. The abandonment of the enterprise by the French was largely owing to the fearful death-rate among the men engaged upon the work. Fever struck them down by thousands. When the United States Government took the job in hand, the first thought was how to keep the workmen healthy, and every care has since been taken of those employed. Some idea may be obtained of the task which the engineers have set themselves to accomplish, when it is remembered that the canal, when completed, will pass through a mountain range, and measure forty-six miles in length.

The picture on the opposite page shows the nature of the engineering work on the second stage in the construction of the Canal, which has now been commenced. Six huge locks are being constructed, three at Gatun on the Atlantic side of the isthmus, one at Pedro Miguel and two at Miraflores on the Pacific side. These locks are to be 1,000 feet long to enable the largest steamers room to pass through.

Construction of Locks
at Gatun, Panama Canal.

THE NEWFOUNDLAND FISHERIES AWARD.

THE NEWFOUNDLAND FISHERIES AWARD.

THE dispute, which has exercised British and American diplomacy for almost a century, and which in recent years has led to dangerously strained relations not only between the two Powers, but between the Mother Country and Newfoundland and Newfoundland and Canada, concerned the meaning of a loosely drafted clause in the Treaty of 1818. This Treaty granted for ever "to the inhabitants of the United States" the right "in common with British subjects" to fish "on the western and part of the southern coasts of Newfoundland," as well as "on the shores of the Magdalen Islands, and also on the coasts, bays, harbours and creeks" of Labrador. In return for these privileges the Americans renounced for ever the right to fish within three miles of all other British North American coasts.

The International Tribunal at the Hague had seven questions to decide, and its decision was made known on September 7th, after the Court had been in session for some weeks. The award affirms the sovereignty of the British Government, and their right to issue regulations for the control of the fisheries in their own waters. Questions of equity on this point raised by the United States are to be considered by a Special Commission. The citizens of the United States are to be allowed to employ foreigners when fishing. The question of what constitutes a bay is still an open one, but the Court has made a recommendation for the approval of the powers interested.

A CERTAIN LOSER.

[By permission of the Proprietors of *Punch*.]

OCTOBER.

3rd.—*Revolution in Portugal.*
6th.—*Lancashire Cotton Dispute ended.*
King Manuel arrived at Gibraltar.
10th.—*Great Forest Fire in Ontario and Minnesota.*
11th.—*Great Strike broke out on French Railways.*
Duke of Connaught and suite sailed for South Africa.
15th.—*W. Wellman and five companions attempted to cross Atlantic in an airship.*
16th.—*Clement-Bayard II. arrived in London from Paris.*
20th.—*Launch of the "Olympic."*
22nd.—*Death of Prince Francis of Teck.*
23rd.—*Death of the King of Siam.*

THE REVOLUTION IN PORTUGAL.

AFTER a short but sanguinary struggle, the Monarchy in Portugal was overthrown in the early days of October, and a Republic proclaimed over the ruins of the House of Braganza. A revolution had been anticipated for some time, but the suddenness of the outbreak took the King and his Government completely by surprise. Extravagant expenditure by the Court and Government, political intrigue, whereby the emoluments of office were taken in turn by the leaders of the two parties recognised by the Monarchy, and clerical interference, had long estranged the people from the Throne. The assassination of King Carlos and the Crown Prince in 1908, brought Dom Manuel, at the age of eighteen, to the highest position in the realm, but the throne was even then tottering to its fall.

The first news of the Revolution reached the outside world on October 3rd. The spark that ignited the powder of revolution was the murder of Dr. Miguel Bombarda, a medical officer and a well-known member of the Republican party. The crime was the deed of a lunatic, but by the extreme party it was looked upon as political, and immediate and summary vengeance was called for. A Republican newspaper issued an inflammatory placard which was widely circulated. Groups of excited citizens collected round, and after reading the placard, began to shout "Down with the Monarchy." A riot ensued, which

The Revolution in Portugal.
Fishermen assist the
Royal Family to escape.

the police tried to quell. This was the signal for an attack by the Republicans, who quickly enlisted the support of the soldiers forming the 1st Battery of Artillery. The officers were made prisoners ; then the disaffected artillerymen marched out of barracks, carrying as their standard the Republican flag, and took up a position on the heights overlooking the city.

This took place on Monday night, October 3rd. For thirty hours the Royalist troops fought the revolutionaries, but want of enthusiasm and leadership told, and in less than two days most of the soldiers of the old *régime* had hoisted the flag of surrender and gone over to the Republicans.

The revolt in the Navy was no less complete. The sailors in the marine barracks at Alcantara hoisted the Republican flag. Simultaneously three warships lying in the bay off the Arsenal did the same. A bombardment of the Royal Palace and some of the public buildings then commenced. King Manuel, who was at the Palace at the time, was for remaining there at all costs. Ultimately he yielded to the pleadings of his friends, and quitted the Palace by motor car. " I will go wherever you please," said the King, " even into the thickest of the fight, but I would prefer not to abandon Lisbon." He bitterly resented the necessity of flight, but this course appeared inevitable. After seeking a place of safety away from the city, the King and his mother, Queen Amelia, were conveyed by

some friendly fishermen of Ericeira to the royal yacht, where they were joined by the Duke of Oporto and other friends, and then sailed for Gibraltar. Here the royal visitors were hospitably received and entertained by the British authorities. On October 16th, Queen Amelia and her son left Gibraltar for England, where, for the time being, they have found a haven of refuge at the beautiful home of the Duke of Orleans, at Wood Norton, near Evesham.

Meanwhile, in Portugal, events have moved quickly, and the Republican leaders have formed a Government, with Senhor Theophilo Braga as President. The new head of affairs is a man of culture and wide knowledge. For the greater part of his career he has devoted himself to literature and education. He is a poet and also the author of a very comprehensive history of Portugal. His patriotism and generosity are above suspicion.

Dr. Bernardino Machado, the new Minister of Foreign Affairs, is also an author of repute. He held the position of Professor of Coimbra University for many years. For a short time he was a member of one of the "Rotavist" Governments.

Senhor Affonso Costa, Minister of Justice, has been a keen critic of Portuguese affairs in the House. He suffered imprisonment at the time of the assassination of Dom Carlos in 1908.

DR. BERNARDINO MACHADO.

SENH. THEOPHILO BRAGA.

1. Proclaiming the Republic in Lisbon.
2. President Braga and his Foreign Minister.

THE VETO CONFERENCE.

THE VETO CONFERENCE.

THE most remarkable event in English politics during the present year has been the Conference convened by the Prime Minister, with the approval of the King, to discuss the Constitutional questions involved in the Veto of the House of Lords. Four Members of each of the two great political parties were invited to discuss the questions, and up till November 10th, twenty-one sittings of the Conference had been held.

Representing the Government were H. H. Asquith (Prime Minister); D. Lloyd George (Chancellor of the Exchequer); Augustine Birrell (Secretary for Ireland); the Earl of Crewe (Secretary for the Colonies); the Opposition were represented by A. J. Balfour, Austen Chamberlain, the Marquis of Lansdowne and Earl Cawdor.

The Conference came to an end on November 10th without arriving at an agreement.

"The Council of Eight."

OPENING OF THE FIRST UNION PARLIAMENT IN SOUTH AFRICA.

ON November 4th, the first Union Parliament for South Africa was opened at Cape Town by the Duke of Connaught in magnificent weather. The Duke, who had arrived a few days previously, went in procession through the principal streets of the city from Government House to the Parliament building. He was accompanied by the Duchess of Connaught and Lord and Lady Gladstone. Arrived at the Assembly Chamber, the Duke read the opening Declaration, and also the following message from King George, who up to May last had expected to be present himself at the ceremony.

THE KING'S MESSAGE.

> " Although it has been ordained that I should not be with you on this great occasion, my thoughts and prayers are to-day for South Africa, and for her lasting union. I earnestly trust that for the sake of the people as a whole your great country may, by God's blessing and under wise guidance and statesmanship, progress from year to year, ever increasing in wisdom, happiness and prosperity."

During the week of the opening ceremony Cape Town was thronged with people from all parts of the Union. The streets were gaily decorated and a Pageant representing scenes in the history of the country proved a great success.

PEACE beginning to be,
Deep as the sleep of the sea,
When the stars their faces glass
In its blue tranquillity :
Hearts of Men upon Earth,
Never once still from their Birth,
To rest, as the wild waters rest,
With the colours of Heaven on their breast !

Love, which is sunlight of peace,
Age by age to increase
Till Angers and Hatreds are dead,
And Sorrow and Death shall cease :
" Peace on Earth and Goodwill ! "
Souls that are gentle and still
Hear the first music of this
Far-off, infinite bliss !

From *The Light of the World.*

SIR EDWIN ARNOLD.

Holman Hunt's famous picture, "The Light of the World," is reproduced on opposite page
For portrait of artist and some account of his life see pp. 172, 173.

THE PROGRESS OF AVIATION.

ON January 1st, 1909, the world's record for distance on a heavier-than-air machine was held by Wilbur Wright for 62 miles 3 furlongs. At the end of 1909 Henry Farman had increased the record with a flight lasting 4 hours 17½ minutes, and a distance of 137¼ miles. The height record for 1909 was won by Hubert Latham, who flew on December 1st at Chalons to a height of 1,550 feet.

During the present year extraordinary progress has been made, as the following records will show :—

In January, at Los Angeles, U.S.A., Paulhan made a new height record—4,146 feet. Glenn Curtis, an American airman, covered 1½ miles in 2 minutes 12 seconds.

On April 3rd, M. Dubonnet flew 68 miles across country. On the 23rd of the same month, Claude Grahame-White attempted a flight from London to Manchester and reached Crewe, 158 miles. Four days later Paulhan started from London in the evening and with one stop reached Manchester the next morning, 183 miles.

On May 21st, Jacques de Lesseps, youngest son of the famous engineer, made the second successful flight of the English Channel, starting from Les Baraques and landing near the South Foreland lighthouse. On the 29th, Glenn Curtis flew from Albany down the Hudson river to New York with two stops—150 miles.

On June 2nd, the Hon. C. S. Rolls made his record double flight across the English Channel. On June 13th, Chas. K. Hamilton flew from New York to Philadelphia and back.

On July 9th, Walter Brookins achieved a new height record at Atlantic City U.S.A.—6,175 feet. On the 10th,

The Progress of Aviation.

M. Olieslaegers, at the Rheims Meeting, flew for 5 hours 3 minutes, covering 245 miles, constituting a new world's record which has not since been beaten. M. Moriane achieved at the same meeting a speed record of 6.21 miles in 5 minutes 42⅖ seconds.

On August 6th, E. T. Willows sailed with his dirigible from Cardiff to London. On the 11th, J. A. Drexel at Lanark broke the height record with a flight of 6,621 feet. On the 16th, M. Moissant started from Paris with a passenger and landed at Deal the next day, being the first airman to carry a passenger across the English Channel. In the same month, J. Radley broke the world's speed record, flying 9 miles 300 yards at 58.32 miles per hour and 1 mile in 47⅖ seconds=75.95 miles an hour.

On September 11th, Robert Loraine, the well-known actor, flew from Holyhead to Bailey Lighthouse, near Howth, Ireland. On the 8th, M. Chavez broke the height record at Issy (2,680 metres) and on the 23rd made his memorable and disastrous flight over the Alps.

On October 1st, the height record was once more broken at Mourmelon, when Wynmalen, a young Dutchman, flew to 9,174 feet. On the 15th, Wellman started, with four companions, in his airship, "America," to cross the Atlantic, and the next day M. Clément made a new dirigible record by crossing in his Clement-Bayard II. from Paris to London.

On October 29th, Mr. Grahame-White, who had achieved many successes during his stay in the United States, won the race for the Gordon-Bennett International Cup at Belmont Park, New York. At the same meeting, Mr. Ralph Johnstone broke the world's altitude record by ascending to a height of 9,714 feet.